



City of Seattle

Department of Planning & Development
Diane Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3012349
Applicant Name: Barghausen Engineers for Fred Meyer
Address of Proposal: 100 N.W. 85th St.

SUMMARY OF PROPOSED ACTION

Land Use Application to expand the existing Fred Meyer Store by 55,305 sq. ft. and demolish a 20,950 sq. ft. structure (Greenwood Market). The existing 340 sq. ft. locksmith kiosk would be relocated to the westerly portion of the site. The project includes 23,620 sq. ft. of grading, including 21,400 cu. yds. of cut and 2,220 cu. yds. of fill. Parking is to be reconfigured for a total of 444 vehicles located at and below grade.

The following approval is required:

SEPA Environmental Determination - Section 25.05 - Seattle Municipal Code.

SEPA Determination: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS
☒ DNS with conditions
☐ DNS involving non-exempt grading, or demolition,
or another agency with jurisdiction.

BACKGROUND INFORMATION:

Site and Area Description

The proposal site is on the location of the existing Fred Meyer Store, the existing Greenwood Market and a small locksmith building in the Greenwood Neighborhood of Seattle. Located along the north side of N.W. 85th St., between Third Ave. N.W. and First Ave. N.W., the 7.61 acre site is currently 95.6% impervious. There is a large surface parking area between the buildings. The northeast portion of the site is underlain with compressible peat and lacustrine deposits which may also be compressible under weight loads.

The site is within the Greenwood Phinney Residential Village found in the Seattle Comprehensive Plan. The site is mapped as a Peat Settlement Environmentally Critical Area due

to the existence of peat bog in the northeast corner of the site; part of a larger peat bog extending to the north and east. N.W. 85th St. is a busy arterial and its intersections with 1st Ave. N.W. and 3rd Ave. N.W. are both signalized.

The site is zoned Commercial 1 with a 40 foot height limit (C1-40) a zoning designation which also exists to the south across N.W. 85th St. and to the east across 1st Ave. N.W. To the north across N.W. 87th St. and to the west across 3rd Ave. N.W. the zone designation is Single Family (SF 5000) with the exception of the parcel on the northwest corner of 3rd Ave. N.W. and N.W. 85th St. which is designated Neighborhood Commercial with a pedestrian designation (NC2P-40).

A newer commercial and residential development has been constructed across 1st Ave. N.W. to the east which incorporates a private drive, one way eastbound, and sidewalks, forming a mid block crossing fronted with commercial uses.

Project Description

The proposal includes demolition of the existing 20,950 sq. ft. Greenwood Market building and construction of a 55,305 sq. ft. addition to the existing Fred Meyer store. The addition would result in a Fred Meyer with approximately 170,000 sq. ft. of retail sales area; for a net increase on the site of 37,620 sq. ft.

Site work would include demolition of some of the existing pavement, restriping of the parking areas, installation of landscaped areas including both decorative planting areas, and green stormwater swales. An underground stormwater detention vault and water quality treatment facility would also be constructed.

Pedestrian pathways between N.W. 85th St. and the store and across the site in the east west direction would also be constructed. A 12 foot tall concrete block wall would provide sound attenuation of the loading dock area for receptors to the west.

An existing landscape buffer along the north side of the existing Fred Meyer building would be extended at the same or slightly greater depth to the west across the entire site, screening the new addition as well.

Street improvements would include alley widening, The number of curb cuts into the property is proposed to be reduced from nine to five.

As described in the applicant's SEPA checklist, "temporary dewatering will likely be needed to allow construction of the basement portion of the addition and the elevator and escalator pits within the addition and existing building areas. Groundwater from temporary dewatering operations will be reintroduced into the ground on site to maintain the existing groundwater level in the adjacent peat settlement-prone area and buffer. No groundwater will be removed from the site during temporary dewatering." "Peat soils will not be graded or removed from the site."

As further indicated in the SEPA Checklist, "The northeast portion of the site is underlain by compressible peat. In addition, the upper portion of the lacustrine deposits may also be compressible. These soils could result in settlement under the weight of new loads; i.e., fills and

structures placed above them. The area of sub-grade construction that is within the Category I Peat Settlement-Prone Area's 50 foot buffer is small, at approximately 3,500 square feet. Nevertheless, proposed construction methods for the store addition in this area will use piles, rock-filled columns, or other methods to transfer structural loads through the compressible soils to more competent strata below." "Foundation support for the portion of the addition outside of the peat settlement-prone area and its associated buffer will likely consist of shallow spread footings."

PUBLIC NOTICES AND MEETINGS

Notice of this application took place on July 14, 2011. A public meeting was held on October 29, 2011. Extensive public comment was received both in writing and at the public meeting. Comment received included the following:

- Concern over the auto oriented nature of the proposed development in contrast to the expressed community goal of creating an increasingly pedestrian oriented, residential and commercial area.
- Concern about the potential to exacerbate the sensitive peat settlement-prone condition in the area and on the site.
- Concern over the loss of the Greenwood Market.
- A desire to see green stormwater measures incorporated into the site to add green landscape, provide the opportunity to introduce rainwater into the aquifer, and provide stormwater quality purification.
- A desire to see safe and inviting pedestrian paths across the site to connect surrounding areas at a walkable scale.
- Concern about light from the building and parking areas causing negative light and glare impacts on surrounding properties.
- Concern about negative vehicular traffic impacts in the immediate area.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC25.05.665) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: removal of groundwater during construction activities; minor decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise, and consumption of renewable and non-renewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. Additionally, these impacts are minor in scope and are not expected to have significant adverse impacts (SMC 25.05. 794). However, due to the residential density and close proximity of neighboring businesses, further analysis of construction impacts is warranted.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The owner and/or responsible party (ies) are required to comply with the PSCAA rules pertaining to demolition of projects with or without asbestos.

Use of water spray during demolition and grading activities is expected to adequately control dust during the construction phase. SEPA policy based conditioning is not considered necessary to control short term air quality impacts.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on

weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends.

Residential uses exist in proximity to the proposal site to the west across 3rd Ave. N.W. and to the north across N.W. 87th St. The construction activities proposed and the sensitivity of noise receiving sites in the area are thought to be within the range of conditions contemplated by the City Council when it enacted the current noise control laws. It is expected that these existing noise limiting regulations, enforced by DPD, will be sufficient to provide adequate protection of surrounding residential and business users without SEPA policy based conditioning.

Construction Traffic

Excavation and fill at the site is expected to generate well over 1,000 truck trips. In addition the removal of demolition material and delivery of construction materials is expected to generate many hundreds more. The proposal site is located on N.W. 85th St. which is a four lane arterial past the site connecting to State Route 99 and Interstate 5 among other roads. Two signalized intersections provide would provide access from the site to N.W. 85th St. Traffic generated by construction related activities in expected to be dispersed in time rather than occurring in major peaks.

During peak traffic periods, particularly in the evening peak period, the intersection of N. 85th St. and Greenwood Ave. N. is congested. Similarly, N. 85th St. experiences heavy traffic conditions across the north and northwest portions of the City. The presence of construction vehicle traffic, especially large trucks carrying heavy loads, will exacerbate the already negative traffic conditions. In order to avoid adding to negative area traffic impacts during the most congestion time period it is necessary to condition this proposal to prohibit construction related traffic on surrounding streets during the weekday hours of 4:00 p.m. to 7:00 p.m.

Earth

As disclosed in the SEPA Checklist, some temporary construction dewatering may be necessary in the area of excavation for the proposed basement addition and elevator pits within the addition and the existing building. The document indicates that settlement in these areas is expected to be limited due to the small amount of drawdown which would take place in compressible soils. It states: "Any temporary impacts from construction dewatering extending into the Category 1 Peat Settlement Prone Area will be mitigated by using the pumped groundwater to recharge the southwest portion of the site."

Further information provided by the applicants indicates as follows. "Ground water expected during excavation of basement and vault footings shall be pumped to on-site settling basins, allowing for infiltration back into the native soil. On and off-site monitoring of well points will be required during construction to ensure ground water levels are not compromised during the construction process."

The proposal will be conditioned to require this level of protection of ground water levels during construction and no further SEPA based conditioning appears warranted.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

Drainage and Water Quality

This project is required to meet Enhanced Water Quality Treatment standards. To achieve this, a Two-Facility Treatment Train will be used. The first basic treatment facility will be a wet/detention vault, and the second facility will be a media filter. This project is also required to meet the Pre-developed Pasture Standard for flow-control. The combined wet/detention vault is designed to meet the required flow control standards. The detention vault includes a flow restrictor to provide a controlled stormwater release to the downstream drainage conveyance system. The riser also has an open top for overflow during extreme storm events. The proposed treatment facility and detention vault are both sized to compensate for the flows from the bypassed on-site re-developed areas and the unmitigated off-site public roadway improvements. This project is required to install and maintain Green Stormwater Infrastructure (GSI) improvements to the maximum extent feasible. As a result, the project has designed filter strips, bioretention cells, and soil mixes to achieve GSI Stormwater Credits. Ground water expected during excavation of basement and vault footings shall be pumped to on-site settling basins, allowing for infiltration back into the native soil. On and off-site monitoring of well points will be required during construction to ensure ground water levels are not compromised during the construction process.

It is expected that the potential negative impacts to drainage and water quality are adequately mitigated in the project as proposed and that no SEPA policy based mitigation is required.

Groundwater and Soil Stability

The existing peat hydrologic regime would be satisfactorily maintained on a permanent basis by waterproofing the portions of structures that would extend below the groundwater level, thereby eliminating the need for perimeter foundation drains around the basement expansion or other below-grade structures. An underlying granular drainage layer would be provided below the basement level expansion so that the existing groundwater flow direction and quantity that recharges the peat is maintained. No groundwater would be pumped or removed from the site on a permanent basis.

Also, the peat hydrologic regime would be preserved by providing opportunities for stormwater collected from impervious surfaces to infiltrate into the shallow aquifer system at the site, including increasing the total size of landscaped areas as compared with existing conditions, and providing filter strips.

Utility trench backfill and bedding would consist of low to moderate permeability soils so that these materials would not act as preferential flow conduits for shallow groundwater.

The proposed methods of interacting with groundwater on the site are expected to adequately protect the existing peat soils on the site and adjacent so that water flow to them is not interrupted thereby avoiding de-saturation and resulting soil compression. SEPA conditioning to require these measures to be employed for the life of the project will insure long term protection of compressible soils in the immediate area.

In order to insure and determine the implemented ground water measures are effective it is necessary to monitor groundwater levels near the perimeters of the on-site peat layers at least monthly for the life of the project. A record of these readings shall be kept on site and shall be available to members of the public government agencies upon request.

Conditioned to include these measures, negative impacts to groundwater levels and soil stability are expected to be adequately eliminated.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Soil Contamination

No appreciable amount of soils contamination is known to exist on the site. Any soil pollution encountered during the construction process would be cleaned up in a manner consistent with State Department of Ecology regulations at that time.

Traffic and Parking

The environmental documents for the proposal include a Transportation Impact Analysis Transpo Group dated June 2011. The report predicts that vehicle trip generation by development on the site, in the weekday PM peak hour, would increase with the project by 197 trips over the existing 505 trips generated Fred Meyer and Greenwood Market. The study also predicts that the level of service of the ten near-by intersections studied during the weekday PM peak hour period would decrease by only very minimal amounts (in the order of three seconds of average delay). The study also predicts the peak parking demand on weekdays will be for 226 vehicles and on Saturdays for 459 vehicles. Parking for 444 is proposed on the site. It is expected that the parking overflow during the Saturday peak period will be able to be accommodated on surrounding streets.

No SEPA policy based conditioning of long-term traffic and parking impacts of the proposal appears warranted.

Pedestrian Safety

The street grid pattern of blocks surrounding the proposal site, if extended across, would bisect the site into four equal quadrants. Pedestrians are expected to arrive from the surrounding area to

cross the site along the east/west access in front of the expanded Fred Meyer Store, also entering the store itself from this pathway. Given the high level of vehicular traffic also expected to be present in this area, the safety of pedestrians moving in the east/west direction across the site needs to be accommodated through a raised, separated pedestrian path connecting the sidewalk on 3rd Ave. N.W. to 1st Ave. N.W. along the line of N.W. 86th extended across the site. The path should be raised from the level of the parking and driving surface and be of a scored concrete material with landscaping where possible.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS - SEPA

During Construction

1. Construction related traffic on surrounding streets is prohibited during the weekday hours of 4:00 p.m. to 7:00 p.m.
2. Ground water expected during excavation of basement and vault footings shall be pumped to on-site settling basins, allowing for infiltration back into the native soil.
3. On and off-site monitoring of well points are required during construction to ensure ground water levels are not compromised during the construction process.

For the Life of the Project

4. A raised, scored, concrete paved, separated pedestrian path shall cross the site in the east/west direction along a line approximately formed by extending that of the N.W. 86th St. right of way. The path shall be landscaped to a high degree and may be at the parking lot grade where necessary for ADA access.
5. The existing peat hydrologic regime shall be satisfactorily maintained on a permanent basis by waterproofing the portions of structures that extend below the groundwater level, without perimeter foundation drains around the basement expansion or other below-grade structures. An underlying granular drainage layer shall be provided below the basement

level expansion so that the existing groundwater flow direction and quantity is maintained. No groundwater shall be pumped or removed from the site on a permanent basis.

6. Opportunities shall be provided for stormwater collected from impervious surfaces to infiltrate into the shallow aquifer system at the site, by increasing the total size of landscaped areas as compared with existing conditions, and providing filter strips as shown on issued MUP plans.
7. Utility trench backfill and bedding shall consist of low to moderate permeability soils sufficient to insure these materials will not act as preferential flow conduits for shallow groundwater.
8. Groundwater levels near the perimeters of the on-site peat layers shall be monitored, by the owners of responsible parties for the building, constructed at least monthly for the life of the project. A record of these readings shall be kept on site and shall be available to members of the public and government agencies upon request.

Signature: (Signature on File)
Scott Kemp, Senior Land Use Planner
Department of Planning and Development
Land Use Services

Date: February 16, 2012